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GRAND CANAL, IRELAND.

— No. 1. —

A Copy of a LETTER to the Right hon. Lord FRANCIS LEVESON GOWER, Chief Secretary for Ireland, on the Nature of the Securities taken by the IRISH LOAN Commissioners for an Advance of Money to the GRAND CANAL COMPANY, for the purpose of extending their Navigation to the Town of Kilbeggan, together with Appendix, Notes, Maps and Statements; dated London, 15th July 1829.

— No. 2. —

Copies of the ANSWERS of the Grand Canal Directors and Loan Commissioners to that Statement, with the Affidavits annexed thereto.

— No. 3. —

A Copy of the REPORT on these Answers.

— No. 4. —

Copies of the CASES submitted to Messrs. Joy and Pennyfather, together with their Opinions.

— No. 5. —

A Return of the Receipts and Expenditure of BALLINASLOE CANAL.

— No. 6. —

A Return of the Receipts and Expenditure of MOUNT MELICK CANAL.

Ordered, by The House of Commons, to be Printed,
29 April 1830.

— No. 1. —

Copy of a LETTER from Lord Tullamore to the Right hon.
Lord Francis Leveson Gower.

My dear Lord,

London, July 15th, 1829.

No. 1.
Letter from
Lord Tullamore.

THE conclusion to which our late correspondence has come, confining me to the "insufficiency of the security for the repayment of the principal and interest, which, if proved, was to cancel the grant," I shall solely and as briefly as possible apply myself to that point, adverting, as I proceed, to the several documents with which you were pleased to favour me from your office as bearing upon this subject.

See Appendix,
p. 16.

The first in order, dated 13th September 1825, is a Letter from Edward Lawson, Esq. Secretary to the Grand Canal Company, acknowledging the receipt of a letter from J. Gallaway, Esq. Secretary to the Loan Commissioners, suggesting that the application for a loan to make the Kilbeggan Canal, should come from the Grand Canal Directors, and not from Gustavus Lambert, Esq. and applying accordingly for same, stating "that the conviction of the directors is, that the proposed extension would repay the principal and interest, especially as there is no lock on the whole extension."

See Appendix,
p. 93.

Next in succession is an Estimate of Receipts and Income of the Grand Canal, addressed to the Loan Commissioners, of date 16th of August 1827, and a Statement as to the probability of income being realized. These two documents form the basis of the security, and shall subsequently be set out at large for the purpose of investigating the data assumed in the estimate, and of examining into the statistical statement put forward in support of it.

See Appendix,
p. 16.

These are followed by a letter from Edward Lawson, Esq. Secretary to the Grand Canal Directors, dated 24th August 1827, to the Loan Commissioners, for an advance of £.1,000 to pay the cost of holding negotiations to value the ground through which the cut is intended to pass. These several communications were submitted by the Loan Commissioners, with their letter of the 20th September 1827, recommending of the loan, to the Right hon. William Lamb, the then chief secretary, who directed by his letter of the 5th of October following, that they be referred to John Killaly, Esq. civil engineer, "for his report upon the practicability and advantage of the proposed work; what its probable expense, and as far as he can form an opinion, upon the goodness of the proposed security." Mr. Killaly reported on the 11th then current, that the proposed work is practicable; that it can be executed for the sum required; but declines giving an opinion on the goodness of the proposed security. His words are—"With respect to the goodness of the proposed security, I have no better means of judging of its value than those documents afford which have been already laid before the Loan Commissioners by the Grand Canal Company's officers."

See Appendix,
p. 17.

See Appendix,
p. 17.

This report has the merit of great candour and fairness; the question of security is left by him, as it should be, to the Loan Commissioners, whose peculiar province it was to investigate it, and upon being satisfied of its sufficiency for the repayment of the principal and interest of the sum required to be advanced, and of the utility of the measure on public grounds, to certify the same to the Lord Lieutenant prior to the advance being made. The engineer "feels assured" that the outlay of £.18,000 of the public money on the projected work would "prove highly beneficial to the interests of the Grand Canal Company, and to the town of Kilbeggan and its immediate neighbourhood;" but is wholly silent as to the necessity or utility of such a measure on public grounds, the injurious effects it would have under the circumstances on the rights of others, or whether any part of the advance would ever find its way back into the public treasury; conceiving, doubtless, that these were topics not within the circle of his professional duties to dilate upon, that duty being assigned by the Legislature to the Board of Loan Commissioners.

Regarding to the estimate of the "receipts and income of the Grand Canal," and the statement as to probability of income being realized, I fear, my Lord, I shall incur the charge of prolixity, which the intricacy and inaccuracy of those documents render it difficult, if not impossible to avoid.

The

The estimate purports to be an abstract of gross revenue arising from tolls and passage boats, taken on the average receipts of nine years, whilst the NET tolls, rates and profits only are given in mortgage for the repayment of the interest and principal of the sum borrowed. The words of the deed in this respect are, "And for the purpose of securing the repayment of the said sum of £.18,000, and the interest at the rate aforesaid, the said Company of Undertakers of the Grand Canal have proposed and agreed to assign and grant in mortgage unto the said John Galloway, Esq. Secretary to the said Commissioners, and in trust for them, the expected rates, rents, tolls and profits which shall hereafter arise, grow due or become payable out of, from or by reason or means of said intended new line of canal, paying however and deducting thereout the necessary charge of maintaining and repairing the same;" and further, "that the said Company shall render and give unto the said Commissioners a true, just and faithful account or statement in writing of all and every sum and sums of money which shall be levied, collected, raised or received for or on account of the rates, rents, tolls or profits on the said intended new line of canal, and of all necessary expenditures thereout in repairing and preserving the same, and that the said Company shall and will, from time to time, justly and faithfully pay every such sum or sums, balance or balances of account, which shall appear to remain after payment of all such necessary expenses as aforesaid, in and towards the repayment and discharge of the said principal sum of £.18,000," &c. Why the gross receipts, and not the net income, which is alone mortgaged, should be set out in the estimate, will appear in the sequel.

"Abstract of Gross Revenue arising from Tolls and Passage Boats on the Grand Canal, taken on the average receipts of nine years."

"Gross toll averaged for one year, £.33,305."

Return of actual Gross Revenue arising from Tolls, taken on the average receipts of nine years. See Account No. 1. (A.) in the Appendix, p. 22.

Copied from the half-yearly statements of the Grand Canal within that period, which statements are by 53 Geo. III. deposited in the Chief Secretary's Office and in the office of the Lord High Treasurer of Ireland, amount to £.30,273. 2. 9 which sum should be discharged of tolls on turf for the supply of the metropolis, exceeding yearly, considerably upwards of 50,000 tons, yielding a toll much beyond £.6,279 per annum, in which income the branch to Killbeggan cannot participate. "The Gross Income received for Tolls" should likewise be discharged; of the revenue arising from the tonnage transferred from the Barrow Navigation to the Grand Canal, and vice versa from it to the Barrow, averaged for the last three years, as per Returns, Nos. 2 & 3 (A.) in the Appendix, to 12,817 tons inwards, and to 5,907 tons outwards; which at 3s. 6d. per ton inwards and 3s. 6d. outwards, amounts to the sum of £. 3,276. 14s. annually of revenue arising to the Grand Canal, from its junction with the Barrow Navigation.

Page 22 & 23.

For rate of toll, see Schedule No. 7, (A.) (marked with asterisks.)

Page 27 & 28.

The toll on the Barrow for grain, meal and flour is but three farthings per ton per mile (see No. 8. (A.), which low rate (being one-half of that charged on a great extent of the Grand Canal) in-

Page 31.

A 2 duces

No. 1.
Letter from
Lord Tullamore.

Brought forward - - - £. 33,395 - -

duces a considerable trade; the navigation passes through the most highly cultivated agricultural district in Ireland, forming one of the chiefest sources of income to the Grand Canal; the cost of maintenance, management and repairs is borne by the Barrow Company. The length of this navigation should therefore be taken into estimation by the Grand Canal Directors when forming a scale for the yearly productive value of every six and a half miles of their navigation, or adopt the alternative of deducting the tolls on the trade contributed by it to the Grand Canal, which latter, being the least favourable to our purpose, (that of proving the fallacy of the estimate) we shall adopt.

The gross income received for tolls should likewise be discharged of the cost of maintenance, management and repairs, the net income only being mortgaged for the repayment of the loan.

This amounts yearly to an average of nine years, taken within the periods before-mentioned, after deducting charges on docks, &c. repairs of hotels, rents paid, repairs of locks, and lock-keepers' salaries, there being no lock requisite for the Kilheggin Cut, to £. 8,977. 2s. 5d. which, taken in the aggregate, viz.

Overcharge is the abstract of the average of one year's gross income of tolls taken for nine years, ending 25th February 1827 - - - - -	£.	s.	d.
1827 - - - - -	3,111	17	3
Deduction of income averaged for one year, arising from toll on turf for supply of the city of Dublin - - - - -	6,879	-	-
Deduction for tolls on tonnage transferred from the Barrow Navigation to the Grand Canal, and from it to the Barrow, as per Returns Nos. 2 & 3, (A.) pp. 22 & 23 - - - - -	2,276	14	-
Deduction for maintenance and management, &c. &c. See Document No. 1, (A.) in Appendix, p. 22 - - - - -	3,677	2	5

Total of deductions from gross income of tolls, on an average for one year - - - - - 12,840 13 8

Which deducted from the gross income averaged for nine years as per costs, leaves the balance the net income for tolls - 12,640 6 4

The proportion on every six and a half miles of navigation producing this income is next to be considered.

The costs assumes that £. 2,671. 12s. is contained as many times in £. 33,395 as six and a half miles is in the entire length of the navigation. Thus, if £. 33,395 be divided by £. 2,671. 12s. the quotient will be 12½, which multiplied by 6½ miles gives 81½ miles as the entire

= Proportion for every 6½ miles, £. 2,671. 12s.

Brought forward - £. 2,671 12 -

entire length of the navigation. Or, if 81½ miles give £. 33,395, 6½ miles will give £. 2,671. 12 s. Let us examine how far the data are sustained by facts, or the contrary.

The main trunk of the Grand Canal from Dublin to Shannon Harbour, according to the printed regulations for rates of passage, ordinary, &c. in passage boats, marked No. 1, (A.) in Appendix, p. 25, is -	16½ Miles
From Robertstown to Athy (Southern Line) -	6½
Liffey Line -	12½
Kilmore Canal -	3
Blackwood Cut -	6½
Milltown Cut -	4
Ballyvaughan Canal -	5
Edenderry Canal -	1½
	1

To which add the Middle Shannon from Lough Derg at Portlanna to Lough Rhea near Athlone -	106½
The trade of the great Western Trunk and the Southern Line, uniting at Robertstown and thence conveyed to Dublin, on that part of the main trunk common to both, its length should obviously be superadded, carrying as it does the joint trade of the two great arms of the navigation -	41½
	80½
Total length -	168½

In which 6½ miles is 25½ say 26 times contained, the $\frac{1}{26}$ part therefore of the net income arising from tolls should only be taken as the measure of the probable produce of the Kilbeggan Cut, instead of $\frac{1}{2}$ of the grossly exaggerated sum assumed.

The question will now stand thus :

From which deduct $\frac{1}{26}$ to reduce it to 1½ d. per ton per mile -	£. 333 19 -
Deduct charges of collection -	60 - -
	£. 333 19 -
Balance profit on tolls for 6½ miles -	£. 2,377 13 -

Average net tolls for one year £. 17,540 6 4	
Proportion for every 6½ miles -	487 12 2
On 168½ miles, give -	17,540 6 4
6½ miles will give, as near as may be -	487 12 -
From which deduct $\frac{1}{2}$, to reduce it to 1½ d. per ton per mile, as per estimate, per contra -	60 19 -
Balance profit on tolls per 6½ miles £. 425 13 2	
instead of £. 2,377. 13. as per contra.	

The fallacy of an exaggerated, divided or diminished divisor, and the result an increased quotient, is in the foregoing exposition carefully corrected on the arithmetical principles adopted by the Grand Canal Company, from public documents and existing facts, to which reference may be had.

* Gross receipts of passage boats, averaged for one year - £. 17,540 15 0

Gross receipts, averaged for one year, of the nine years preceding 10th August 1827 £. 11,153 16 - and net £. 17,540- 15, 0, as stated.

No. 1.
Letter from
Lord Tullamore.

Brought forward

13,940 15 6

Total of gross charge, averaged
for one year within this period.
See Account, No. 1, (A.)
Appendix, p. 22

8,926 6 3

Total net balance, averaged for
one year. See Account No. 1,
ibid

4,558 - 9

" Proportion on every 6½ miles, £.1,025 4 -

" From which deduct probable

" charges, repairs of passage

" boats, horse contracts, &c., - £.400 - -

" Balance profit, passage boat

" establishment - - - £.635 4 -

Proportion for every 6½ miles,
adopting the division " of the
estimate would only give - £.337 16 -
instead of £.635. 4. 1 1

By the true divisor, every 6½ miles

will only come to - - - £.358 18 7 11

But for the reasons hereinafter given,
the probability, indeed the almost cer-
tainty is, that instead of gain, loss would
attend a packet-boat establishment on
this cut.

As a further illustration of the fallacy
" of the calculation of the profit on pas-
" sage-boat establishment," let the sum
set down as the profit of every 6½
miles, viz. £.635. 4 s. per annum be
multiplied by the number of times 6½
is contained in the portion of the navi-
gation upon which the scale is founded,
namely, 124 times as before, the amount
of net income would be £.79,400 nearly
double the actual amount by the returns.
(See No. 1, (A.) p. 22.)

Having disposed of the arithmetical
part of the question, I shall next ex-
amine the pretensions to accuracy in the
statistics of Kilbeggan and its neigh-
bourhood, put forward in support of
" the estimate;" and for the purpose of
elucidation, I shall insert the statement
at large, with such commentaries on its
assertments as their exaggerated nature
demands.

GRAND CANAL:

" Statement as to probability of income
being realized."

" Kilbeggan, by the proposed line, is
" six miles distant from the trunk of
" the Grand Canal; it is a perfect level
" and will, when made, form a conti-
" nued one of 21 miles between that
" town and Dublin."

Kilbeggan, by the proposed line, is
six and a half miles from the intended
point of junction with the Grand Canal;
there are 20 locks thence to Dublin and
but 26 from Tullamore. The passage
boat passes a lock in two minutes and
a half, a lumber or trade boat takes five
minutes to pass a lock; the great ad-
vantage so particularly dwelt upon of
a level of 21 miles, would be the saving
in point of time in a passage of 47
Irish miles (the distance by the proposed
cut and by the Grand Canal to Dublin)
is a quarter of an hour to a passenger,
and half an hour in the arrival of a trade
boat in Dublin, carrying 50 tons.

" Kilbeggan by the mail-coach road,
" is 45 miles from Dublin; should the cut
" now proposed take place, it will men-
" sure precisely the same distance."

Kilbeggan is distant from Dublin by
the mail-coach road 44 miles (see post-
office distances from Dublin).

Kilbeggan by the proposed cut and
thence by the Grand Canal to Dublin,
measures 47 miles.

Length

Length of first level from Kilbeggan, per statement - - - - -	21 miles.
Distance from termination of this level at Tickerwa to Dublin. See printed rules and distances, No. 6, (A.) p. 25. - - - - -	26 -
	47 miles.

No. 1.
Letter from
Lord Telford.

"Kilbeggan is a market-town, containing about 3,740 inhabitants; the rest of the parish contains about an equal number."

According to the census of 1821, Kilbeggan contains 1,775 inhabitants, and the remainder of the parish 1,716, Total 3,491, which corresponds with the present census pretty nearly, the town being returned at - - - 1,786

And the remainder of the
parish - - - - - 1,741

Total - - 3,527

See No. 2, (B.) Appx. p. 33.

The harbour terminating the intended cut to Kilbeggan, is four and a half miles distant from Clara. See No. 1, (B.) p. 32.

Kilbeggan is four miles from Tyrrell's-pass, by which it is so much nearer to Dublin. There is a tollbar between Kilbeggan and Tyrrell's-pass, and none between the latter and Philipstown on the Grand Canal, which is within four miles of it, and Philipstown is but 37 miles by the Grand Canal from Dublin, and six from Kilbeggan.

A village containing six slated houses and 15 thatched cabins; population, 112. See No. 5, (A.) p. 24.

A village containing one slated house, nine thatched; population 56. No mill.

A village consisting of two slated houses, 11 thatched; inhabitants, 68.

Ballinagore, three miles north of Kilbeggan, towards Mullingar, contains one slated house, 15 thatched cabins, 85 inhabitants. There are two shops in it and one flour mill, which grinds about 6,000 barrels of wheat in the year. The wheat is purchased in Tullamore, and the flour in part transmitted by the Grand Canal to Dublin; 200 bags only had been sent last year to Dublin, equivalent to 20 tons. See No. 6, (B.) p. 33.

Ballymore is much nearer to the Royal Canal at Ballymahon than it is to Kilbeggan; it is an inconsiderable place, no slated house in the village, no mill, two shops, 104 thatched houses, and 642 inhabitants. Whatever trade it has is conveyed by the Royal Canal. See the Map and Report of Mr. Charles Tarrant, civil engineer, No. 5, (A.) p. 24.

A 4

Athlone

"Eight from Ballymore."

No. 3.
Letter from
Lord Tullamore.

"Fourteen from Athlone."

Athlone is on the Shannon Navigation, into which the Grand and Royal Canals enter.

"Five from Tullamore."

Tullamore is a large populous town, situate on the Grand Canal, 45 miles from Dublin. There are two extensive weekly markets held there. It is the principal mart for the sale and purchase of the grain and butter of the King's county, and considerable portions of the produce of the Queen's county, and of the county of Westmeath, are disposed of in it. Large capitalists reside here, having extensive warehouses, which supply the neighbouring towns and villages on advantageous terms. It has a large cavalry barrack, county infirmary, new county prison, and public schools. There is a good deal done in silk and cotton manufactures, distilling, tanning, and the manufacture of flour; and the Grand Canal Company have expended upwards of £20,000 in this town in the erection of harbours, graving docks, stores, and hotel, for the accommodation of its trade. Fuel and provisions of all sorts are cheap and abundant.

"And twelve from Mullingar."

Mullingar is situate on the Royal Canal, 40 miles from Dublin, and 10 from Kilbeggan; it is the shire town of Westmeath, and has large markets held weekly in it. Coolmshay and Balnacraig, both situate on the Royal Canal, are much nearer to Kilbeggan, not being more than eight miles distant from it.

"The country contained within those points are most populous, noted for the produce of wheat of superior quality, and is almost exclusively under tillage."

The country through which the new intended cut has been laid out from Ballycammon (pompously called a town in the mortgage deed, although there is but one cabin at the point of partition, which is within four miles of Tullamore) to Kilbeggan, is the worst six miles and a half of lowland country to be found in the province. The cut intercepts but five acres of tillage in the whole length, the land being principally low coarse bottoms and pieces of cut-away bog, with some light pasture lands intersected with eskars, or ridges of limestone gravel, of considerable elevation; a stretch of red bog, of about three-quarters of a mile in length, is passed through within a mile of where the line falls into the Grand Canal; the low rate of purchase of those lands is a proof of their unproductiveness.

"There is weighed at the public crane of Kilbeggan, on an average in each week, as follows:—

"450 barrels of oats."

Average does not exceed 80 barrels per week.

None

"300 barrels of wheat."

None weighed in the market of Kilbeggan whatever; wheat is offered for sale by sample.

"100 barrels of potatoes."

Perhaps so, for the poor of the town, in which it abounds.

"200 barrels of barley."

None weighed in the market, except at seed-sowing; some 20 or 30 bags weekly during the sowing season.

"300 tubs of butter."

Average under 30 tubs weekly.

"There is also an extensive trade in brown linens and yarn."

Not a piece exposed for sale here from one end of the year to the other. The average weekly supply of yarn does not exceed two or three stones weight.

"It should be remembered that the corn purchased for the Coole, Kilbeggan, and Ballinagore mills, and the Kilbeggan distillery and brewery, is not included in the above return, the corn being weighed in their respective premises."

Whatever grain is purchased for these establishments is bought by sample, a considerable part of which is brought from Tullamore.

"The Coole mills deliver per week for the Dublin market, 300 bags of flour and 200 barrels of oatmeal, and preparations are making for crushing oats for the use of the distillery in Dublin, of which Mr. Conolly is a partner."

Coole mills deliver per week for the Dublin market, 45 bags of flour, and 51 barrels of oatmeal, or 128 cwt.

Or per year, of flour	234 tons.
of oatmeal	232 : 16
	566 4

See No. 9. (B.) App. p. 35.

"The Ballinagore mill sends out about 200 bags of flour weekly."

There were sent from the Ballinagore mill within the last year, but 200 bags to Dublin (20 *tons*) the remainder of its manufacture, amounting to 106 bags per week, was sold in the country.—See No. 6. (B.) p. 33.

"Kilbeggan mill sends out about 180 barrels of oatmeal weekly."

No oatmeal has been prepared in this mill for the last five years.—See No. 7. (B.) p. 33.

"Ballyconnell mill, about 100 barrels of oatmeal weekly."

This mill was *burned down four years ago*, and not since rebuilt.

"There are four other mills about the town from which no particular return has been made."

There is but one other mill about or near the town; and that is a small thatched country grist mill.

"The distillery delivers about 7,000 gallons per week."

The distillery produces an average quantity of 900 gallons only.—See No. 3. (B.) p. 33.

"The brewery sends out 100 barrels of ale weekly."

Forty barrels of ale and porter weekly, is the average produce of the brewery, which produce finds a home market.—See No. 3. (B.) p. 33.

"Turf is at present very scarce near Kilbeggan, the principal part of the consumption is drawn four miles over land."

There are seven bogs in the neighbourhood of Kilbeggan; their names and distances respectively from the town are as follow:

Cleeskin Bog	-	-	-	1	mile.
Rubagh Bog	-	-	-	4	"
Nearneel Bog	-	-	-	1	"
Dalymore and Newel Bridge bogs	-	-	-	3	"

Long

No. 1.
Letter from
Lord Tullamore.

Long Barn Bog	-	-	-	-	1 ½ mile.
Dunore Bog	-	-	-	-	2 "
Meldrum Bog	-	-	-	-	1 ½ "

These bogs are of great extent, and produce excellent fuel, at the low rates of from 4d. to 6d. per statute measure, of 20 cubical feet.—*See* No. 9. (B.) Appx. p. 35.

"The town is situate on the Galway road, a most considerable thoroughfare for drays with dry goods and general merchandizes. This fact is supported by the tolls on the road, and the circumstance that five tons of hay per week is consumed by the dray horses stopping in it."

"The coaches passing through the town are always fully loaded, and persons are perpetually disappointed in places. A packet-boat might there—*See* advantageously ply to it."

To consume five tons of hay weekly, there should be 100 horses nightly foraged, allowing 20lb. to each horse; the common allowance is 12lb. for each horse. There are but two carmen's stages in the town.

Not a single instance has occurred, during the residence of the present coach-agent at Kilbeggan, of any person being disappointed of a seat in the public coaches passing through that town. *See* No. 5. (B.) Appx. p. 33.—Kilbeggan is 44 miles, by the public road, from Dublin; 47 by the canal, if the cut to it was completed: the passage by the canal cannot be made in less than 15 hours; it only requires seven hours to make the journey by the road. The cost of ordinary is saved to a coach passenger which must be incurred by traveling in the boat, which when added to the fare makes travelling by the latter conveyance the most expensive, besides the loss of time. Four coaches (two day and two mail) pass daily through the town; and wherever the public coaches come into direct competition with the canal passage-boats, as would be the case at Kilbeggan, loss should rather be anticipated than gain. This will be exemplified by reference to the results of the passage-boat trade to Mullingar, which, although a rich populous town, and in a populous and rich neighbourhood, and nearly equally distant* from Dublin by the canal and by the road, yet competition with the public coaches has caused a loss to the Royal Canal Company of £. 116. 7. 9. on the average of the last three years; the gross yearly average income of the Mullingar boat within this period being £. 687. 19. 4., the gross average charge £. 804. 7. 1., and the loss £. 116. 7. 9. (*see* No. 4 (A.) Appx. p. 23.) on 41 miles of Navigation. How the Grand Canal Company could count a gain of £. 635 per annum on 6 ½ miles, the length of the Kilbeggan cut, is quite inexplicable!!!

The

* By the road, 39; by the canal, 41.

"The traders of this town draw their entire supply from Dublin."

"There is a total want of building-stones in and about Kilbeggan, for which there is a considerable demand. Material even for the roads is scarce, and is carried considerable distances."

"The benefit of the intended Canal will extend to Athlone, and beyond it; the communication with Dublin will be shorter and quicker, goods shipped at Kilbeggan entering at once on a level of 21 miles without a lock."

"The proposed Canal, if carried into effect, will be made at the lowest possible scale of expense, and will not entail on itself any charge."

"Clara is about three miles from Kilbeggan, and contains a population of about 3,000."

"There is a considerable trade in brown linens and yarn, to the amount of about £. 800 per week."

The traders of Kilbeggan are very limited in their capital; they draw their entire supply, with some trifling exceptions of light goods, from Tullamore.

Building-stones are abundant, and cheap; so much so that contracts are made at 5s. per perch of 31.5 cube feet, as low a rate as masonry work could be executed for in any part of Ireland. Road material is particularly convenient and cheap; Kilbeggan is in a limestone district.—See No. 4. (B.) Appx. p. 33.

The benefit which Athlone would be likely to derive from the intended Canal may be fairly appreciated by this fact, that the present tolls on all commodities from Athlone to Dublin by the Shannon Navigation and Grand Canal is but 4s. 8d. per ton, whereas the toll from Tullamore to Dublin is 7s. 1½d. per ton!!!—See printed Schedule of Grand Canal Tolls, No. 7. (A.) Appx. p. 27.

The prodigious advantage of entering upon this 21 miles level has already been explained; it would save a quarter of an hour of time to a passenger in a day's journey of 47 Irish miles, and it would enable a trade-boat to come to the Dublin market *half an hour sooner in three days* (the time required by a 50-ton boat to travel 47 Irish miles and pass 20 locks) *than if there had been a lock upon every mile of the new-intended cut*; yet it is the immense advantage of the proposed extension of the Philipstown Level that has convinced the Grand Canal Directors that it would repay the outlay; indeed it is the only reason assigned in their letter to the Secretary of the Loan Commissioners, of date 13th September 1825.—See page 16, in the Appendix.

So should all canals. This canal, if made, cannot except "itself" from the dissipation and casualties to which all canals are subject, unless the twenty-one miles level, with its other great advantages, should prevail upon this canal "not to entail on itself any charge."

Clara is four and a half miles from the place of intended shipment at Kilbeggan; it is but five miles from Tullamore; its population, including the environs, is 2,224 (see No. 1. (B.) p. 32, and No. 2. (B.) p. 33, in the Appendix. The town itself, by the census of 1821, then contained but 1,174.

The trade in linens and yarn amounts to £. 60 or £. 70 per week only, and not £. 800 per week as stated.

Three

B 2

There

No. 1.
Letter from
Lord Tullamore.

No. 1.
Letter from
Lord Tullamore.

"There are *ten* water mills in the vicinity, grinding about 8,000 barrels of wheat per annum for the Dublin market, and about 60 tons of oatmeal per week."

There are *three* flour and corn mills only in or near Clara, two of them grind about 8,000 barrels of wheat per annum, and the other about 8,000 barrels of oats. Ten barrels of wheat produce a ton of flour, and twenty barrels of oats a ton of oatmeal; all these establishments yield, therefore, 1,200 tons per annum, not 3,920, as per statement; but *supposing that the entire produce of the Clara Mills, the Kilbeggan Mills, Cooia and Ballinsgore Mills was to be conveyed by the proposed cut, in transitu to the Dublin Market, what would the amount of income be,*

Clara mills -	-	1,200 tons of meal and flour.
Cooia mills -	-	500 tons of - ditto.
Kilbeggan mills -	-	tons of - ditto.
Ballinsgore mills -	-	10 tons of - ditto.

Total - - 1,760 tons.

at three halfpence per ton per mile, for six and a half miles, the length of the proposed cut, would yield a gross revenue of £.72. 11. 1½, chargeable with collector's salary, overseer's wages, repairs of slopes, upon which, in a new canal, the surging of the water has a powerful effect, repairs of trackways, maintaining embankments, which continue to subside for years after their formation with various contingencies; the sum left may then be applied with any other income received, in discharge of four per cent interest, and five per cent sinking fund upon £. 18,000; viz. £. 1,620 per annum.

Tullamore is the natural place of shipment for the milling trade of Clara and Ballinsgore, and also of Cooia, it being the market for those mills, the King's county wheat being eminently superior to that grown in Westmeath.

There is no trade in butter. Turf is abundant, and particularly cheap.

Two of these five bleach yards are only partially at work. See No. 10, (B.) Appa. p. 36.

The traders of Clara are principally supplied from Tullamore.

Moate is but *six* miles from Athlone, which latter town is situate on the Shannon Navigation, the first inland town, in point of population and commerce, in the province of Connaught.

There are but two persons in Moate engaged in linen and cotton manufactures.

There are but eight families of the society of Quakers in the town; two of these are old maiden ladies.

The

"There is some trade in butter and potatoes, and would probably be so in turf."

"There are *five* bleach yards in the immediate neighbourhood."

"Moate is seven miles from Kilbeggan, and seven from Athlone. It is one of the most considerable towns out of Ulster for the cotton manufacture; it is principally inhabited by Quakers. It contains a population of 5,000, of whom numbers are employed in the manufacture of cottons, woollens and yarn. There are several tanneries, one brewery and five water mills. The average quantity of articles per

" per week for the Dublin market are
" as follow :

" 200 barrels of oats,"

" 180 cwt. of oatmeal,"

" 100 barrels of wheat,"

" 200 barrels of here and barley,"

" 200 tubs of butter,"

" 750 cwt. of potatoes."

" The shopkeepers and traders in
" this town are wholly supplied from
" Dublin."

The population 2,004; not 5,000, as
stated. See No. 5, (A.) App. p. 24.

There are no tan-yards, no water mill,
no brewery.

Market Return:—40 barrels of oats
per week.

20 cwt. of oatmeal.

No wheat weighed here.

None - - ditto.

About 20 casks per week during the
butter season, which is about four months
in the year.

About 60 sacks per week, weighing
3 cwt. each.

This town, like Kilbeggan and Clara,
is supplied from Tullamore with all
heavy articles. See Mr. Tarrant's Re-
port, No. 5, (A.) p. 24.

No. 1.
Letter from
Lord Tullamore.

Having investigated the data upon which the estimate of "receipts" and
"income" was founded, and the "statement" intended to uphold this estimate,
and having proved the fallacy of those documents, I shall next examine the esti-
mate in reference to a practical analogous case, in further confirmation of the
correctness of my views, involved in no intricacy, but so obvious and simple in
its application as not to be misunderstood.

The Ballinasloe Canal is about twelve miles in length (nearly double the length
of the proposed cut to Kilbeggan); it has but two locks in the entire length; five
years have elapsed since its commencement, it has been open nearly two, but not
given over as completed until last September. The country was prepared for its
opening; it terminates in a good town, in which are held the greatest fairs perhaps
in the empire, it is a quarter sessions town, large markets are held here, there are
several extensive flour mills in and adjoining the town, situated on the river Suck,
which divides the county Galway from the county Roscommon at the bridge of
Ballinasloe. A ready market is here had for the agricultural produce of a large
part of the county of Galway, and also of the county of Roscommon, a district
of great natural fertility; there are no rival canal establishments to divert the
trade from it into any other channel, in all of which circumstances the Ballinasloe
cut is eminently superior to the Kilbeggan project.

Notwithstanding these peculiar advantages, the gross income on twelve miles
of navigation arising from tolls for eight months, from September 1823 to the 1st
of June inst. 1829, which may be said to comprehend the year of carrying trade
in grain, amounts only to about £. 230. according to the Return No. 10, (B.) in the
Appendix, p. 36, made by an intelligent practical man, who resides in Ballinasloe,
and who had leisure and opportunities to ascertain the amount. This is the mea-
sure by which the expected produce of the proposed cut to Kilbeggan should be
metred, and not by the arithmetical legerdemain by which it is rated at £. 2,912. 7 s.
per annum!!! See Grand Canal estimate of receipts and income, 16th August
1827, Mark 2.

I wish to be understood as holding the Grand Canal Company blameless
throughout the entire proceedings had. The invitation to harass came from the
Loan Commissioners. See Edward Lawton, Esq. secretary, his letter to J. Gal-
loway, Esq. secretary to the Loan Commissioners, of date 13th September 1825.
The Grand Canal Company offered, as appears by their estimate, the gross income
to be derived from tolls, and the net income from passage boats. The Loan Com-
missioners have accepted in mortgage the net income only of tolls and passage boats;
in this respect the security taken is less by much than that which was offered!! The
Loan Commissioners are, by 57 Geo. III. c. 34, s. 7, solemnly bound by oath, "that
" according to the best of their judgment they will faithfully and impartially ex-
" cute the several powers and trusts vested in them." Their honour and integrity
cannot be doubted; they are authorized to appoint, and have appointed a secre-
tary, solicitor and engineer; they are empowered "to examine on oath all persons
" who shall be willing to be examined touching all such matters and things as
" shall be necessary for the execution of the powers vested in the said Com-
missioners

See Appendix
p. 16.

No. 1.
Letter from
Lord Tullamore.

missioners by this Act," (57 Geo. III. c. 34, s. 10); and the 11th section enacts, "that persons giving false evidence before the Commissioners are guilty of perjury, and liable, upon conviction, to all the pains and penalties attached to it by law." It does not, however, appear that any such examination was had before the Commissioners in the present case; there is no evidence of reference being made to their engineer as to the validity of the security, or if there had been, there is no report in respect to it; and this is the more extraordinary, as the attention of the Loan Commissioners had been particularly drawn to this subject in a communication from the Royal Canal Company as early as October 1825, on that company being refused the loan of £. 10,800 for making a cut into the town of Longford, for the repayment of which they tendered in mortgage the cut itself, with the gross revenue to arise from it, including the *gross* income from passage boats, *free from any charge for hiring the passage boats*, wages of masters and crews, and free from cost of management, maintenance and repair, which offer was nevertheless refused on the ground of *insufficiency of security!!!*

Previously to this refusal, the Loan Commissioners lent the Grand Canal Company upwards of £. 50,000 to make the Ballinsloe Canal, and £. 36,000 for the branch to Mountmelick, on mortgage of the *net* income of those concerns; and subsequently to the refusal of £. 10,800, applied for by the Directors of the Royal Canal on the terms before mentioned, to make a cut of four miles in length into the rich, populous and thriving town of Longford, they (the Loan Commissioners) granted £. 18,000 to the Grand Canal Company for making a branch canal through an unproductive district into the comparatively poor and inconsiderable town of Killeghgan, circumscribed by existing navigations, without, it appears, any "examination on oath of the persons applying," as prescribed by the 57 Geo. III.; and from the facts elicited in this investigation, without having due regard to the "security proposed for the repayment of the money" or exchequer bills to be so advanced, and the interest thereof." See 1 Geo. IV. c. 81, s. 6, and 3 Geo. IV. c. 112, s. 11.

It has been proved on the data assumed in the estimate (dated 16th August 1827, Grand Canal) namely, dividing the length of the navigation into the net amount of the income received, and apportioning the result to the proportionate length the proposed cut bears to the entire length of the navigation, from whence the income is derived; and taking it as a just measure of the profits of this cut, the amount would be of

Income from tolls (instead of £. 2,277. 13- the sum set down in the Estimate) - - - - -	£. 426	13	2
And the income from the passage boats on like data, instead of £. 635. 4. - - - - -	258	18	7
Total - - - - -	£. 685	11	9

(On data assumed in the Estimate, instead of £. 2,912. 17-)

But if an estimate were to be formed of the probable productiveness of the intended cut to Killeghgan from the net produce of the Ballinsloe Canal, a case in point, *but having superior advantages*, it would not exceed £. 179. 8. per annum, a sum insufficient to the maintenance and management of the work, as compared with the cost of maintenance, &c. of the parent canal, any expectation from passage boat income is futile, except in connection with the main trunk. See No. 7. (A.) p. 27.

Having unavoidably trespassed at great length upon your attention, I shall offer a few words only on such portions of the remainder of the correspondence, as I conceive should not be permitted to pass unnoticed.

S. Draper, Esq. Secretary to the Royal Canal Directors, by his letter dated 5th January 1828, addressed to the Right honourable William Lamb, Chief Secretary, requested, on the part of the Royal Canal Company, that no advance should be made for carrying into execution the proposed cut to Killeghgan, until the matter should be brought under the consideration of the Directors General of Inland Navigation; in pursuance of which the Right honourable William Lamb, by his letter of the 11th of January then current to the Loan Commissioners, directed "that the proceedings for an advance from the consolidated fund for the work in question should be suspended until the measure was brought under the consideration of the Directors General." The receipt of this letter is acknowledged

See Appendix,
No. 10, (B.) p. 26.

See Appendix,
p. 18.

See Appendix,
p. 18.

ledged by J. Galloway, Esq. Secretary to the Loan Commissioners, in his letter of date 17th January, communicating "that their Excellencies the Chief Justices" commands had been conveyed to the Grand Canal Company, but that the "security for the advance had been previously executed." A coincidence here occurs which, considering the misrepresentations heretofore detected and exposed, it may not be amiss to notice, namely, that the order of the Government for the suspension of the grant, *bears equal date* with the deed of contract entered into between the Loan Commissioners and the Grand Canal Company.

The several papers connected with the proceedings were, by the direction of the Lords Justices, referred to the Directors General of Inland Navigation, with Mr. Gregory's letter of the 23d January, "requesting their report whether" a compliance with the application alluded to would be attended with injury to "any existing navigation;" in compliance with which, the Directors General reported, of date 27th February, "that a compliance with the application of the Directors of the Grand Canal Company for an advance of £.18,000 for the purpose of extending their navigation from Ballycommon on their present line" to Kilbeggan, would be attended with injury to the interests of the new Royal Canal Company."

The Directors General further report, of date 10th March 1823, "in reference" to a letter from William Gregory, Esq. of the 15th then instant, referring to their report of the 27th of the preceding February, signifying their Excellencies' desire that they (the Directors General) should report whether the proposed extension will be beneficial to the public, and whether they would recommend "that it should be done or not." In obedience to which, for the reasons therein and in their previous report stated, they say, "We cannot recommend its execution to your Excellencies sanction." This report was transmitted to the Irish office, London; and Sir Charles Flint, by his letter of 25th March, acquaints Mr. Gregory that he "submitted the same to Mr. Lamb, and that he (Sir Charles) is desired by him to acquaint Mr. Gregory that it appears, upon the whole, to Mr. Lamb, to be the safest course to act upon the recommendation of the Board of Inland Navigation, and that the Directors of the Grand Canal Company may be informed accordingly."

From March 25th until June 18th, the subject continued at rest, until revived by a new application from the Directors of the Grand Canal, in which a variety of matters are stated at great length; some of its inaccuracies are worthy of attention, as specimens of the tact displayed in its composition. It is stated,

"That the extension will complete one level of twenty-eight miles."

"That the Directors, by desire of the Loan Commissioners, executed a mortgage-deed to them, and a contract to make the proposed canal within one year."

"The Navigation Board have reported without any notice to the Grand Canal Directors, or any witness being examined on their part."

"That no very serious injury was apprehended to the Royal Canal, may be inferred from its Directors having tacitly acquiesced until the contract was actually executed, although apprized of the application above a year before."

"More than half a century ago the Grand Canal Company was formed £30. " to

All the previous statements make this level, if completed, only twenty-one miles in length.

The contract has it, "to execute the canal in two years."

Notice had been given to the Grand Canal Directors, and witnesses were examined, which witnesses were produced by Mr. Lambert.

No doubt whatever can be entertained but that a serious injury would be inflicted upon the interests of the Royal Canal Company, was this project to be carried.

The Directors of the Royal Canal had no intimation whatever of the design of the Grand Canal Directors up to the day upon which a deputation of their Board waited upon the Right hon. William Lamb.

Long subsequent to the formation of the Grand Canal Company they obtained

No. 1.
Letter from
Lord Tullamore.

See Appendix,
p. 18.

See Appendix,
p. 18.

See Appendix,
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See Appendix,
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See Appendix,
p. 19.

See Appendix,
p. 20.

No. 1.
Letter from
Lord Tullamogh.

"to unite the Liffey, the Barrow, and
"the Shannon; and the Act by which
"they were incorporated (11 & 12
"Geo. III. c. 12) invests them with un-
"limited powers to make off-branches in
"any direction, to any extent, without
"the control or concurrence of any
"other Board whatever."

tained a grant from the Irish Parliament
of one-third part of the estimated cost
for extending their canal to the River
Shannon, under which grant they were
bound in a heavy penalty to unite their
canal with the River Shannon at or near
the town of Banagher. So much for the
accuracy of the statement by which the
grant which had been annulled by the
Government order of 25th March pre-
ceding was revived!!!

As no doubt can, from the foregoing exposition, resting as it does upon indisputable documentary proofs, with the exception of one item,* be now entertained of the insufficiency of the security, it is to be hoped that the grant may be annulled as it had previously been, after mature consideration and inquiry, by your predecessor; and that the money now at the disposal of the Loan Commissioners may, in these times of financial difficulty, be so beneficially applied as to assure its repayment into the Treasury, whilst its application would afford employment to the working classes; and that such useful and necessary permanent improvement may be accomplished by its outlay as would confer a benefit on the public, and in no respect be injurious to the vested rights of individuals.

I have, &c.
(signed) TULLAMOGH.

The Lord F. L. Gower,
&c. &c. &c.

* Which item has been taken as the best information that could be had, and is such under the actual quantity.

APPENDIX.

Appendix to
Lord Tullamogh's
Letter.

Gentlemen,

Grand Canal House, 15th September 1815.

THE Directors of the Grand Canal received a letter from Gustavus Lambert, Esq. enclosing your secretary's letter of the 16th ultimo, stating that you conceive that the application for an advance to make a Canal from Ballycannon to Kiltbeggan should properly be made by them, deem it their duty to apply to your Board accordingly for said advance, to make said canal according to the estimate, plan and section submitted to your Board, upon the same terms as those you were pleased to sanction the advances for the Ballynash extension, and are ready to furnish such further information as you may deem requisite, in addition to the documents which they understood to have been already laid before you by Mr. Lambert.

The Grand Canal Directors desire me, in conclusion, to express their conviction, that the proposed extension from Ballycannon to Kiltbeggan would be eminently beneficial to their establishment and the country at large, and would repay the advances and interest, especially as there is no lock on the whole extension.

(signed) Edward Lawson.

Gentlemen,

Grand Canal House, 14th August 1827.

AN advance of 18,000 *l.* having been granted for an extension of the Grand Canal from Ballycannon to Kiltbeggan, the directors being anxious to expedite the work, respectfully request that you will order them 1,000 *l.* on said account, for the purpose of making the necessary requisitions for the purchase of the lands, preparatory to the mortgage thereof to secure the repayment of the money to be advanced.

(signed) Edward Lawson.

The Commissioners for Issuing Money from
the Consolidated Fund, &c. &c. &c.

Sir,

37, North Cumberland-street, 20th Sept. 1827.

I AM directed by the Commissioners for the Issue of Money out of the Consolidated Fund for Public Works in Ireland to acquaint you, for the information of His Excellency the Lord Lieutenant, that an application has been made to them by the Directors of the Grand Canal Company for an advance of 18,000 l. for the purpose of extending their navigation from Ballycommon on their present line, to the town of Killeeghan in the county of Westmeath, an extent of six miles and a half, which sum the directors propose to repay out of the tolls to be raised upon such intended work.

I am further directed to state, that the Commissioners have had several communications with the Directors of the Grand Canal, with a view to ascertain, as well as the practicability and utility of the public work proposed to be executed, as the fund expected to be raised by the tolls to discharge the principal and interest, whereupon a statement of the average income of six miles and a half of the present canal for nine years was laid before the Commissioners, and an estimate made of the expected tolls, amounting to 5,982 l. 17 s.

I am further directed to state, that, from an examination of the documents and statements laid before them, it is the opinion of the Commissioners, that the proposed work appears to be of a nature likely to benefit the country; but it may be necessary to remark, that the security being upon expected tolls, is such as to render the repayment of the loan a contingency. And as the advance of money proposed to be repaid by expected tolls or profits cannot be made without the concurrence of the Lord Lieutenant, the Commissioners beg leave to submit the application of the directors for His Excellency's consideration and approval.

I have the honour to enclose herewith a copy of the letter of the secretary of the Grand Canal Company making the application for the loan; a copy of the estimated receipts on the proposed extension; a statement of the probability of the income being realized, and a copy of a letter requesting the issue of 1,000 l. at present, to enable the Company to obtain possession of the ground required.

(signed) John Galloway, Sec.

The Right Hon. William Lamb.

Sec. Sec. Sec.

Sir,

Dublin Castle, 5th October 1827.

I AM directed by the Lord Lieutenant to send you the enclosed letter from the Commissioners for the Issue of Money out of the Consolidated Fund, with the documents therein referred to, respecting an application from the Directors of the Grand Canal Company for an advance of 18,000 l. for the purpose of extending their navigation from Ballycommon to Killeeghan, in the county of Westmeath.

And I am to signify His Excellency's desire that you will report upon the practicability and advantage of the proposed work, what its probable expense, and as far as you can form an opinion, upon the goodness of the proposed security.

I am, &c.

(signed) Wallace Lamb.

John Killy, Esq.

Sec. Sec. Sec.

Sir,

October 11th 1827.

I HAVE been honoured with your letter of the 5th instant, enclosing a letter from the Commissioners for the Issue of Money out of the Consolidated Fund, together with documents therein referred to, respecting an application from the Directors of the Grand Canal Company for an advance of 18,000 l. for the purpose of extending their navigation from Ballycommon in the King's County, to Killeeghan in the county of Westmeath, and further signifying the Lord Lieutenant's desire that I should report upon the practicability and advantage of the proposed work, upon the probable expense of its construction, and so far as I am able, upon the goodness of the proposed security.

In reply I beg respectfully to observe, for His Excellency's information, that, having surveyed the line of canal referred to in the year 1824, I am of opinion its execution is perfectly practicable in the course laid down, and on the principles set forth in the plan, section and estimate; and also that it can, from the present rate of wages in Ireland, if a reasonable time is allowed for its execution, be completed for the sum required by the Grand Canal Company, more particularly as I understand no charge will be made on their part for the fiscal management of the work.

With respect to the goodness of the proposed security, namely, "the expected tolls on the branch," I have no better means of judging of its value than those documents affixed which have been already laid before the Loan Commissioners by the Grand Canal Company's office; on this point, therefore, I have merely to say, that as the country progresses, so will the tolls on the several canals, a fact verified by the half-yearly reports of the Grand and Royal Canals for the last four or five years.

One of the most important national advantages likely to result from the execution of this work, is its affording a species of employment to the labouring classes, which will not compete, or in any way interfere with, the cost of the agricultural products of the country. Works such

Appendix to
Lord Falkland's
Letter.

such as this, for the accomplishment of which a reasonable time is allowed, can, if prudently managed, always be made (without detriment to the undertaking) subservient to the interests of the agriculturists, and by affording to those employed in this useful branch of industry, remunerative occupation at the periods when the works of husbandry are over, their time, which would be otherwise spent in idleness, or (as has been the case too frequently) in evil pursuits, would, even at a low rate of wages, return to them an amount of profit, which in a short space must tend, probably more than any other course, to alter the reckless character of the Irish peasant.

I consider the local situation of Kilbeggan and its vicinity, as well as the general trade of that country, to be fairly described in the paper submitted by the Grand Canal Company, and I feel satisfied, that the prosecution of this work would prove highly beneficial to the interests of that Company, as well as to the towns of Kilbeggan and its immediate neighbourhood.

The Right Hon. William Lamb,
Esq. &c. &c.

(signed) John Killyn.

Sir,

Royal Canal House, 5th January, 1828.

By the desire of the Court of Directors of the Royal Canal I have the honour to enclose, agreeably to your directions, a map of the lines of the Grand and Royal Canals, showing the proposed branch from the Grand Canal to Kilbeggan, respecting which suggested work I beg leave to call to your remembrance the promise you were so good to make to a deputation of the directors that waited upon you, accompanied by the Marquis of Westmeath and Mr. Yate, namely, that the Government would not sanction the expenditure of public money for this work without the application for such being first referred to the Directors General of Inland Navigation for their opinion, and also that the merits of the case should be fully investigated.

The Right Hon. William Lamb,
Esq. &c. &c.

(signed) Samuel Draper,
Secretary.

Gentlemen,

Dublin Castle, 11th January 1828.

I send you, by command of the Lords Justices, a letter from Mr. Draper, Secretary to the Directors of the Royal Canal Company, respecting the proposed branch from the Grand Canal to Kilbeggan; and, with reference to my letter of the 24th ult., I am to signify their Excellencies' desire, that the proceedings for an advance out of the Consolidated Fund, for the work in question, may be suspended until the measure may be brought under the consideration of the Directors General of Inland Navigation, and for this purpose I am to request the several papers relating to the subject may be returned to me.

(signed) W. Lamb.

Commissioners for the Issue of Money
out of the Consolidated Fund.

Sir,

37, North Cumberland-street, 17th January 1828.

I AM directed by the Commissioners for the Issue of Money out of the Consolidated Fund, to acknowledge the receipt of your letter of the 11th inst., enclosing, by command of the Lords Justices, a letter from Mr. Draper, Secretary to the Directors of the Royal Canal, respecting the proposed branch from the Grand Canal to Kilbeggan, and intimating their Excellencies' desire, that the proceedings for an advance of the work in question, may be suspended until the measure is brought under the consideration of the Directors General of the Inland Navigation, and requesting that the several papers relating to the subject might be returned.

I am directed to acquaint you, that the several documents heretofore transmitted to His Excellency the Lord Lieutenant, were not returned to the Commissioners with the letter approving of the advance being made.

I am further directed to state, that in consequence of your letter of the 24th ult., intimating His Excellency's approval of said work, the security for advance had been executed previous to the receipt of your letter, directing the suspension of proceedings. But the Commissioners have, this day, apprised the Directors of the Grand Canal of this order for suspending any issue; I return Mr. Draper's letter and map enclosed.

Right Hon. William Lamb,
Esq. &c. &c.

(signed) John Galloway.

Gentlemen,

Dublin Castle, 23d January 1828.

I AM directed by the Lords Justices to send you a letter from Mr. Galloway, Secretary to the Commissioners for the Issue of Money out of the Consolidated Fund, and its several enclosures, relative to an application from the Directors of the Grand Canal Company for

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an advance of 18,000*l.*, for the purpose of extending their navigation from Ballycoomon, on their present line, to Kiltbeggan; a report from Mr. Killaly upon the proposed work; and two letters from Mr. Draper, Secretary to the Directors of the Royal Canal, with a map enclosed of the line of the Grand and Royal Canals, expressing a hope that the advance applied for will not be granted until the merits of the case should be fully investigated.

And I am to request you will report, for their Excellencies' information, your opinion, whether a compliance with the application alluded to would be attended with injury to any existing navigation.

(signed) W. Gregory.

Directors General of Inland Navigation.

Navigation Office,
27th February 1828.

May it please your Excellencies,
We had the honour to receive a letter from William Gregory, Esquire, dated 23d ult., which transmitted one from Mr. Galloway, secretary to the Commissioners for the Loan of Money out of the Consolidated Fund, and its several enclosures, relative to an application from the Directors of the Grand Canal Company for an advance of 18,000*l.*, for the purpose of extending their navigation from Ballycoomon, on their present line, to the town of Kiltbeggan, &c.; and Mr. Gregory was pleased to signify the desire of your Excellencies, that we should report, for your information, our opinion whether a compliance with the application alluded to would be attended with injury to any existing navigation.

Upon receipt of your Excellencies' commands, we wrote to the Directors of the Royal Canal Company, who had remonstrated against the proposed work, intimating that we were ready to receive a statement of their objections, which they should be prepared to substantiate by evidence, if it should become necessary, we were exceedingly furnished by that body with a statement at large; but as the greater portion thereof applied to the questions of policy and expediency, subjects which were not embraced in the order of reference, we did not entertain those parts of the statement, but have confined our investigation to the one point referred to us, viz. probable injury to the concern over which the Directors of the Royal Canal preside.

We have examined, upon oath, several corn buyers who purchase at the stations along the line of that Canal, and persons engaged in traffic trading in the country which lies intermediate between the two canals, who were brought forward by the Directors of the Royal Canal, and we have considered some written communications from others who could not attend in Dublin. We have also received the testimony of persons produced to us for examination by Gustavus Lambert, Esq., who is interested that the proposed extension should be carried into effect.

From the evidence which has been brought before us, we are of opinion, that the produce of certain portions of country which is at present carried for shipment to the Royal Canal, would, in the event of an off-branch being made to the town of Kiltbeggan, be diverted from that navigation, and transferred to the Grand Canal in consequence.

An inspection of the map will tend materially to strengthen the opinion we have formed from the information obtained.

At Ballycoomon, on the Grand Canal, the point from whence the proposed extension is laid out, the Grand and Royal Canals are about eighteen miles asunder, and it must be evident, under circumstances of ordinary fair competition, that the supply for corn trade on each canal (with reference to the intermediate lands) should be drawn from the country embraced within each canal, and a line equidistant between them, which would comprehend a space north of the Grand Canal and an equal distance south of the Royal Canal as affording the natural sources of supply to the corn trade on each; and it may be reasonably inferred, that the proposed extension to Kiltbeggan, by approximating water carriage to the Royal Canal, must, in proportion to such approximation, reduce the extent of country from which the supply to the canal shall be drawn.

Upon the whole, we beg to report our opinion for the information of your Excellencies, that a compliance with the application of the Directors of the Grand Canal Company, for an advance of 18,000*l.*, for the purpose of extending their navigation from Ballycoomon, on their present line, to Kiltbeggan, would be attended with injury to the interests of the New Royal Canal Company.

The papers referred to our consideration are herewith returned.

(signed)

James Smirke.
J. Armit.
Henry R. Poole.
John Rodcliffe.

Their Excellencies the Lords Justices,
&c. &c. &c.

Navigation Office,
19th March 1828.

May it please your Excellency,
We have had the honour to receive a letter from William Gregory, Esq., dated the 11th inst., referring to our report, dated the 27th of February, upon the application of the Directors of the Grand Canal Company for an advance of 18,000*l.*, for the purpose of extending their navigation from Ballycoomon to the town of Kiltbeggan, and signifying
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Lord Jellonsore's
Letter.

your Excellency's desire that we should report whether the proposed extension of the navigation will be beneficial to the public, and whether we recommend that it should be done or not.

In obedience to your Excellency's command, we beg to report as follows:

That the proposed extension to the town of Killybegga would be attended with a certain local benefit, cannot be denied; but the measure is not one which we could feel ourselves justified in recommending upon the ground of being beneficial to the public.

The unfortunate circumstance of those two great works, the Grand and Royal Canals, having been constructed so close to each other, has been the subject of universal complaint, and the narrow district of country contained between them has such advantages on all sides of inland water carriage, that we are of opinion an advance of public money to either company would be much better applied by them in the formation of cuts or off-branches diverging from then approaching towards each other. In addition to the foregoing reasons, we beg to apprise your Excellency, that by the 16th section 40 Geo. III. under which this Board is constituted, we are prohibited from authorising the construction of any canal or off-branch which shall interfere with, approach towards, or be injurious to any other canal, except under the particular circumstances therein mentioned; and having in our late report upon this subject stated our opinion, that such effects would result to the Royal Canal from the branch in question, we cannot recommend its execution to your Excellency's sanction.

(signed) James Savary,
J. Armit.
Henry R. Paine.
John Radcliffe.

Inch Office, London, 25th March 1828.

SIR CHARLES FLINT presents his compliments to Mr. Gregory, and begs to acknowledge his letter of the 20th instant, enclosing a copy of a further report from the Board of Inland Navigation, upon the application from the Grand Canal Company for an advance of 18,000*l.* for the purpose of extending their navigation; Sir Charles having submitted the same to Mr. Lamb, is desired by him to acquaint Mr. Gregory, that it appears upon the whole to Mr. Lamb to be the safest course to set upon the recommendation of the Board of Inland Navigation, and requests that the directors of the Grand Canal Company may be informed accordingly.

ABSTRACT of Gross Revenue arising from Tolls and Passage Boats on the Grand Canal, taken on the average Receipts of Nine Years
(Endorsed 16th August 1827, mark a.)

	£.	s.	d.	£.	s.	d.	£.	s.	d.
Gross Toll, averaged for one year	-	-	-	33,325	-	-			
Proportion on every 6½ miles, being	-	-	-	2,071	12	-			
From which deduct ½th to reduce it to 1½d per ton per mile	-	-	-	£. 333	13	-			
Deduct charges of collection	-	-	60	333	13	-			
Balance profit on tolls for 6½ miles	-	-	-	-	-	-	2,777	12	-
Gross Receipts of passage boats, averaged for one year	-	-	-	12,040	15	6			
Proportion on every 6½ miles, being	-	-	-	1,625	4	-			
From which deduct probable charges, repairs of passage boats, horse contract, &c.	-	-	-	400	-	-			
Balance profit on passage boat establishment	-	-	-	-	-	-	625	4	-
Total Profit on Tolls and Passage Boats	-	-	-	-	-	£.	2,012	17	-
Memorandum.—Interest on £. 20,000 at 4 per cent.	-	£.	800						
Payment on principal at 5 per cent.	-	-	-	1,800					
Total Charges	-	-	£.	1,800	-	-	1,800	-	-
Balance Surplus	-	-	£.	-	-	£.	1,112	17	-

(signed) J. W. Nolan,
Engineer Grand Canal.

STATEMENT as to probability of Income being realized.

KILBEGGAN, by the proposed line, is six miles distant from trunk of the Grand Canal; it is a perfect level, and will when made, form a continued one of 21 miles between that town and Dublin. Kilbeggan by the mail coach road is 45 miles from Dublin; should the cut now proposed take place, it will measure precisely the same by water.

Kilbeggan is a market town containing about 3,740 inhabitants, the rest of the parish contains about an equal number: it is three miles from Clara, seven from Moate, three from Tyrrell's-pass, two from Killyvalley, four from Streamstown, four from Horseleap, one from Ballinagore, eight from Ballymoat, fourteen from Athlone, five from Tullamore, and twelve from Mullingar. The country contained within these points are most populous, noted for the produce of wheat of superior quality, and is almost exclusively under tillage. There is weighed at the public crane of Kilbeggan on an average in each week as follows:

450 barrels of oats, 300 barrels of wheat, 100 barrels of potatoes, 200 barrels of barley, and 300 tubs of butter.

There is also an extensive trade in brown linen and yarn. It should be remarked, that the corn purchased for the use of the Coole, Kilbeggan and Ballinagore mills, and the Kilbeggan distillery and brewery, is not included in the above return, the corn being weighed in their respective premises.

The Coole mills deliver per week for the Dublin market 300 bags of flour, and 200 barrels of oatmeal, and preparations are making for crushing oats for the use of the distillery in Dublin, of which Mr. Connolly is a partner.

The Ballinagore mill sends out above 200 bags of flour weekly. Kilbeggan mills send out about 150 barrels of oatmeal weekly, Ballycornmill mill about 100 barrels of oatmeal weekly.

There are four other mills about the town, from which no particular return has been made.

The distillery delivers about 7,000 gallons per week.

The brewery sends out 100 barrels of ale weekly.

Turf is at present very scarce near Kilbeggan, the principal part of the consumption is drawn four miles over land.

The town is situate on the Galway road, and is a most considerable thoroughfare for drays with dry goods and general merchandise; this fact is supported by the tolls on the road, and the circumstance that five tons of hay per week is consumed by the dray horses stopping in the town.

The coaches passing through the town are always fully loaded, and persons are perpetually disappointed in places; a packet-boat might therefore advantageously ply to it.

The traders in the town draw their entire supply from Dublin.

There is a total want of building stones in and about Kilbeggan, for which there is a considerable demand. Material, even for the roads is scarce, and is carried considerable distances.

The benefit of the intended canal will extend to Athlone and beyond it, the communication with Dublin will be shorter and quicker, goods shipped at Kilbeggan entering at once on a level of 21 miles without a lock.

The proposed cut, if carried into effect, will be made at the lowest possible scale of expense, and will not entail on itself any charge.

CLARA:

Clara is about three miles from Kilbeggan, and contains a population of about 8,000. There is a considerable trade in brown linen and yarn, to the amount of about £. 800 per week. There are two watermills in the vicinity, grinding about 8,000 barrels of wheat per season for the Dublin market, and about 60 tons of oatmeal per week. There is some trade in butter and potatoes, and would probably be so in turf. There are five bleach yards in the immediate neighbourhood, and one woollen factory. The trades are all supplied from Dublin.

MOATE:

Moate is seven miles from Kilbeggan, and seven from Athlone. It is one of the most considerable towns out of Ulster for the cotton manufacture; it is principally inhabited by quakers, it contains a population of about 5,000, of whom members are employed in the manufacture of cotton, woollen and yarn. There are several tinnyards, one brewery and five watermills. The average quantity of articles sold per week for the Dublin market are as follows:—

300 barrels of oats, 180 cwt. of oatmeal, 100 barrels of wheat, 200 barrels of bere and barley, 250 tubs of butter, 750 cwt. of potatoes.

The shopkeepers and traders in this town are wholly supplied from Dublin.

No. 1. (A.)

ABSTRACT, showing the actual Receipts, Expenditure and Net Revenue of Tolls and Passage Boats on the Grand Canal for Nine Years, being the Nine consecutive Years preceeding the Estimate of 16th August 1827.—(Taken from the published Half-yearly Statements of the Grand Canal Company.)

ONE YEAR ending	Gross Amount of Tolls yearly in British Currency.	Party Charge on Collection of Tolls, Maintenance, Repairs, and Management.	Net Revenue for Tolls in British Currency.	Gross Amount of Passage Boats yearly in British Currency.	Yearly Charge on Passage Boats.	Net Revenue of Passage Boats in British Currency.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1819, February 28th -	38,209 5 11	9,443 13 -	28,765 12 11	14,275 12 2	6,730 18 1½	7,544 15 -½
1820, February 28th -	31,003 18 5	8,548 3 1½	22,455 15 3½	11,846 15 -½	6,982 19 3	4,863 25 1½
1821, February 28th -	35,552 18 6	8,072 6 2½	27,480 12 3½	10,252 2 2	7,534 17 7	3,417 4 7
1822, February 28th -	26,373 16 5	8,304 14 10½	18,070 1 6½	20,092 13 10	6,221 11 9	4,401 7 1
1823, February 28th -	24,768 3 -	8,132 18 8	16,635 4 4	2,713 3 3	6,554 8 1½	2,053 15 1½
1824, February 28th -	24,381 15 6	7,024 9 3½	17,357 6 1½	2,834 15 4	7,087 16 5½	5,955 13 10½
1825, February 28th -	27,671 12 6	7,470 19 8	20,201 - 4	10,222 4 8	6,734 19 9½	3,767 4 10½
1826, February 28th -	30,491 9 3½	7,719 8 2	22,772 1 6½	11,462 5 -	7,072 2 2	4,285 2 10
1827, February 28th -	29,345 5 9	7,502 16 7½	21,842 9 1½	10,268 5 6½	6,229 14 -	3,037 11 6½
TOTALS - - £.	272,438 5 7½	72,694 2 1½	199,744 3 6	100,429 3 -	62,426 7 3	38,002 16 9
Average for One Year } - - £.	30,273 2 9	* 8,077 2 5	22,196 - 4	11,158 16 -	6,936 5 3	4,222 10 9

* In this amount of "Charge on Collection of Tolls," &c. are not included charges on docks, repairs of hotels, rents paid, repairs of locks, and lock-keepers' salaries.

No. 2. (A.)

8, Lower Gloucester-street, Dublin,
11th June 1829.

Dear Draper,

Appendix to
Lord Yelland's
Letter.

No. 2. (A.)

AS my cousin William Celsill is at present in the county of Wicklow, the note you wrote to him respecting information you wished to have as to our Barrow trade in corn, flour, &c. for the last three years, has been referred to me. I therefore send you an extract from the annual summary in our books, which will probably answer your purpose.

In the year 1826, the following is the return:

	Tons.	
1826 - - -	13,276 -	of corn and flour for Dublin.
	3,136 10	ditto - - not for Dublin.
1827 - - -	11,682 15	ditto - - for Dublin.
	4,074 15	ditto - - not for Dublin.
1828 - - -	13,563 15	ditto - - for Dublin.
	7,023 15	ditto - - not for Dublin.

If there is any further information on the subject you would require, I shall have pleasure in communicating it.

Samuel Draper, Esq.
&c. &c. &c.

Your's very sincerely,
(signed) Robert Celsill.

No. 3. (A.)

Dear Draper,

6, Bachelors'-walk, Monday 15 June.

ADVERTING to your note of Saturday last, respecting the memorandum of that part of the loading of corn, flour, &c. returned "not for Dublin," I cannot immediately give you the precise particulars, but I am sure a very small proportion of the return went to the Grand Canal; as with the exception of some flour to Athy, the remainder is corn which comes from Waterford to the mills on the river. At foot I send an answer to your other queries.

Appendix to
Lord Telford's
Letter.

No. 3. (A.)

RETURN of Tonnage "from the Grand Canal" into the Barrow Navigation, as follows:—

In 1806	-	-	-	-	4,371 tons.
1807	-	-	-	-	6,385 "
1808	-	-	-	-	7,095 "

I am, your's, &c.

Samuel Draper, Esq.
&c. &c. &c.

(signed) Robert Cobhill.

No. 4. (A.)

MULLINGAR BOAT.

YEAR ENDED	£.	s.	d.	£.	s.	d.	No. 4. (A.)
31st March 1807.—Gross Produce	653	4	8½				
Drawing	£. 639	12	-				
Master and crew	115	14	-				
¼th of Repairs; 5 boats plying on the line	74	5	-	829	11	-	
Less	-	-	-	-	-	175	6 3½
31st March 1808.—Gross Produce	720	1	3				
Drawing	£. 639	12	-				
Master and crew	115	14	-				
¼th of Repairs; as above	34	5	2	789	11	2	
Less	-	-	-	-	-	39	9 11
31st March 1809.—Gross Produce	680	12	-½				
Drawing	£. 639	12	-				
Master and crew	115	4	-				
¼th of Repairs; as above	38	13	8	793	19	8	
Less	-	-	-	-	-	113	7 1½
TOTAL LOSS for Three Years	-	-	£.	340	3	4	

Average for One Year - - £. 116. 7. 9.

No part of the cost of the repairs, maintenance and management of the Canal has been charged to the freighting; nor is there any portion of the salaries of Lock-keeper charged to it.

Certified to be correct, and June 1825.

(signed)

J. Skye,
Asst. Secy.

No. 5. (A.)

A RETURN of the Population, Houses, Mills, &c. in the undermentioned Towns.

POPULATION.	Rated Houses.	Datched Houses.	SHOPS.	MILLS.	CARRIAGE STAGES.
MOATE: (Plan No. 1.) 3,004	122	113	-- 3 principal ones and a baker; the average consumption of which is about 10 tons of goods per week.	- - none - -	-- 2; and, on an average has six horses each night, and stabling for 30 (c).
HOUSLEAP: (Plan No. 2.) 68	8	11	- - none - -	-- 1 oat-mill, is had repair and does very little business.	-- none.
KILLAVALLY: (Plan No. 3.) 122	6	15	- - none - -	- - none - -	-- none.
BALLINAGORE: (Plan No. 4.) 35	1	15	-- 2; one is soft goods, the others public houses.	-- 1 flour mill - -	-- none (B).
STREAMSTOWN: (Plan No. 5.) 60	1	9	-- 1 small one; does little or no business.	-- none is the village; but there is one a mile and a half distant, on the road to Mullingar.	-- none.
BALLYMORE: (Plan No. 6.) 642	- none -	104	-- 2; their consumption is about $\frac{1}{4}$ a ton per week of iron, tin- ner, cloth, groceries; and which is conveyed by the Royal Canal to Ballymahon, and from thence to Ballymore.	- - none - -	-- 1; but does little or no business, as carmen do not stop there at night; has stabling for 10 horses.

(a) There are 166 persons who send about one ton of bacon each in the week to Dublin. The shopkeepers get all their heavy goods by canal from Tullamore.

Market Returns.

Oats - - - - - 40 barrels per week.

Quinard - - - - - 20 cwt. - ditto.

Potatoes - - - - - 50 sacks - ditto.

Butter, 20 casks per week in the season, which is about four months in the year.

(B) The mill grinds from 7,000 to 8,000 barrels of wheat in the year, the greatest part of which is purchased in Tullamore.

11th June 1819.

(signed) Charles Farrel.

No. 6. (A.)

GRAND CANAL PASSAGE BOATS.

Reduced rates of Passage, Ordinary, &c.

DUBLIN TO SHANNON HARBOUR:

Appendix to
Lord Telford's
Letter.

No. 6. (A.)

STAGES.	Distance from Portobello	FARE.	
		First Cabin.	Second Cabin.
	Miles.	s. d.	s. d.
Harold Hatch - - - - -	3 $\frac{1}{2}$	2 -	1 4
Sallera - - - - -	15	3 6	2 4
Robertstown - - - - -	20 $\frac{1}{2}$	4 6	3 -
Ticknecum - - - - -	25	5 9	3 10
Edenderry, off-branch - - - - -	30	6 6	4 4
Ballybritain - - - - -	32	7 -	4 8
Philipstown - - - - -	32 $\frac{1}{2}$	8 6	5 8
Tullamore - - - - -	45	10 -	6 8
Comador - - - - -	51	11 -	7 4
Gillen - - - - -	59	13 -	8 -
Shannon Harbour - - - - -	63	13 -	8 8

DUBLIN TO ATHY.

STAGES.	Distance from Portobello	FARE.	
		First Cabin.	Second Cabin.
	Miles.	s. d.	s. d.
Harold Hatch - - - - -	8 $\frac{1}{2}$	2 -	1 4
Sallera - - - - -	15	3 6	2 4
Robertstown - - - - -	20 $\frac{1}{2}$	4 6	3 -
Rathangan - - - - -	27	6 -	4 -
Monasterewan - - - - -	32 $\frac{1}{2}$	7 -	4 8
Vicantown - - - - -	32	7 6	5 -
Athy* - - - - -	43	8 -	5 4

* Every passenger travelling the whole distance from Dublin to Athy, or from Athy to Dublin, to be charged only the same rates as from Dublin to Vicantown.

RATES OF ORDINARY.

FIRST CABIN	SECOND CABIN
Breakfast, with eggs - - - 1 6	Breakfast, with an egg - - - 1 3
Dinner - - - - - 2 4	Dinner - - - - - 1 8
Porter, per bottle - - - - 6	Porter, per bottle - - - - 6
Cider, per bottle - - - - 10	Cider, per bottle - - - - 10
Part of port or white wine - - 3 6	Supper - - - - - 1 1
Half pint ditto - - - - 3 3	Tea or coffee after dinner - 1 1
Nugget of spirits, with sugar - 1 1	No wine or spirits to be sold in second cabin.
Half mugget ditto - - - - 6 $\frac{1}{2}$	
Tea or coffee after dinner - - 1 1	
Supper - - - - - 1 6	
Sugar, after dinner or supper - - 3	

Appendix to
Lord Falkland's
Letter.

No. 6. (A.)

Wine to be sold only in pints or half pints, and not more than one pint to each person. No wine or spirits to be furnished to any child under the age of seven years; nor is the allowance of wine or spirits to one person, without his or her express desire, to be transferred to another.

A saggin of spirits instead of wine, or half a saggin of spirits, together with half a pint of wine, allowed to each gentleman in the state cabin after dinner or supper; but such allowance of spirits not to be extended to women or children. Children from two to ten years old to pay only half the rates of ordinary. No charge for waiters, nor gratuities to be accepted by the boat-masters, waiters or hostmen, on any pretence whatever, on pain of dismission.

Fare in the passage-boat between James's-street Harbour and the first lock, first cabin 5d. second cabin 3d.

Children.—No charge is to be made in either cabin for any child under the age of two years; and only half price to be charged for the passage of any child between that age and ten years.

Dogs.—In either cabin to be paid for as passengers.

Note.—Any passenger travelling part of one stage is to pay for the whole of such stage; provided that any person travelling one or more stage or stages, and part of another stage, (the stage between Dublin and Hazel Hatch excepted) to or from a lock, shall be admitted to pay for each part of a stage, at the rate of 3d. per mile for the first cabin, and 2d. per mile for the second cabin.

Luggage.—Each passenger in the first cabin is allowed to take eighty-five pounds weight of luggage free of charge, but not be permitted to take more than two hundred weight in the whole. Each passenger in the second cabin is allowed to take twenty-eight pounds of luggage, free of charge, but not to be permitted to take more than one hundred weight in the whole. Excess luggage in either cabin to be charged at the rate of 5d. per pound per stage, but not to exceed 1d. per pound for any distance. All portmanteaus and parcels which are sufficiently small to be stowed in the lockers, are to be so deposited immediately on their being put on board; and no parcel of any kind to be suffered to remain on the tables or seats in either of the cabins, under the penalty of a severe fine on the boat-master. Passengers may, if they think proper, send their luggage to the keepers of the company's luggage offices at Portobello Hotel, and at James's-street Harbour, or to the collectors of tolls at their respective stations, to whom orders are given to pay every possible attention to them; but the Company will not be responsible for the luggage of any passenger. No furniture or other bulky articles to be admitted into the boats.

General Regulations.—No servant in livery to be admitted as a passenger in the first cabin; no more than forty-five passengers for the first cabin, nor thirty-five for the second cabin, to be admitted into the boat; and should any persons exceeding these numbers respectively, intrude themselves into the boat, the boat-master is not on any account to proceed until they shall have withdrawn; no second cabin passenger to be permitted to remain on deck; and if any such passenger shall remain there, after notice from the boat-master to withdraw, such passenger is to pay as for the first cabin. The price of passage and of extra luggage, to be paid by each passenger on entering the boat, or as soon as the boat-master may demand the same; and every person so paying is requested to see such payment entered by the boat-master in his book, which he is to produce to any passenger who may desire to inspect it, or to enter any observation or complaint therein. No person is to stand on deck so as to intercept the view of the steerer; no smoking of tobacco to be permitted in any part of the boat, nor any gaming on Sundays, under the penalty on the boat-master of two guineas for each offence.

A private room is provided for ladies, to which no other person can be admitted. There is also a private room for gentlemen. Waiting rooms for the passengers are also provided at Portobello Hotel and James's-street Harbour, and at the hotels or collector's houses on the lines from Dublin to Acty and Shannon Harbour.

The foregoing regulations being intended for the general accommodation and convenience of passengers, they are requested to enter any infringement or non-observance thereof in the boat-master's book, or to communicate the same by letter, addressed to the Company's Secretary, at his office, No. 49½, William-street, Dublin.

Hotels.—The Grand Canal Company have established excellent hotels at Portobello, near Camden-street, Dublin, and at Robertstown, Tullamore, and Shannon Harbour, for the accommodation of persons traveling in the boats.

By order.

(signed)

Edmond Lawson.

No 7. (A.)
SCHEDULE of Tolls charged on Grand Canal, Ballinacree Canal, and River Shannon.

No.	COMMODITIES, AND PARTICULAR CIRCUMSTANCES UNDER WHICH CHARGES ARE MADE.	Sta.	Rate per Ton per English Mile.	Not exceeding per Ton, any distance.	Not exceeding per Ton, any distance.	Sta.	Rate per Ton per English Mile.	Not exceeding per Ton, any distance.	Not exceeding per Ton, any distance.
1.	All commodities, except as under	-	-	-	-	-	-	-	-
2.	Wine	-	-	-	-	-	-	-	-
3.	Wine	-	-	-	-	-	-	-	-
4.	Wine	-	-	-	-	-	-	-	-
5.	Wine	-	-	-	-	-	-	-	-
6.	Wine, Meat, Milk, Butter	-	-	-	-	-	-	-	-
7.	Wine	-	-	-	-	-	-	-	-
8.	Wine, round or partly manufactured	-	-	-	-	-	-	-	-
9.	Wine and other Goods, Vegetables, Fire-wood, Rape Cake	-	-	-	-	-	-	-	-
10.	Turf	-	-	-	-	-	-	-	-
11.	Wine	-	-	-	-	-	-	-	-
12.	Wine	-	-	-	-	-	-	-	-
13.	Wine	-	-	-	-	-	-	-	-
14.	Wine	-	-	-	-	-	-	-	-
15.	Wine	-	-	-	-	-	-	-	-
16.	Wine	-	-	-	-	-	-	-	-

(continued)

Appendix to
Lord Tallanor's
Letter.
No. 1, (A.)

No 7, (A.)—Schedule of Tolls—continued.

Nos.	COMMODITIES, AND PARTICULAR CIRCUMSTANCES UNDER WHICH CHARGES ARE MADE	Nos.	Rate per Ton per English Tonn.		Wharfage per Ton, any distance.		Rate according per foot.	
			s.	d.	s.	d.	s.	d.
17.	Turf	-	-	-	-	-	-	-
18.	Drain	-	-	-	-	-	-	-
	(Turf loaded in different Districts to pay the highest rate chargeable from any one.)	-	-	-	-	-	-	-
19.	Irish Coal	-	-	-	-	-	-	-
	- on any part of the Canal	-	-	-	-	-	-	-
	(Drawback of 9 s. per Ton on Newtown Coal of good quality.)	-	-	-	-	-	-	-
20.	Iron and other Ores	-	-	-	-	-	-	-
21.	Casts, Iron and other Minerals	-	-	-	-	-	-	-
	- on any part of the Canal	-	-	-	-	-	-	-
	- from any place on the Shannon, north of Athlone	-	-	-	-	-	-	-
22.	(Bricks, Marble, Cut Stone, Limestone, Hay)	-	-	-	-	-	-	-
	- on any part of the Canal, except as under	-	-	-	-	-	-	-
	- { on the Shannon, (Limestone not to exceed 1 s. 1 d. per ton; but on Summit in June, July, August, September and October, 2 s. per ton per mile)	-	-	-	-	-	-	-
23.	Ditto	-	-	-	-	-	-	-
	- on any part of the Canal	-	-	-	-	-	-	-
24.	Bubble Stone	-	-	-	-	-	-	-
	- from Liffey to Dublin (together with 3 d. per ton, Sea Lockage)	-	-	-	-	-	-	-
25.	Bricks, Stones and Flugs	-	-	-	-	-	-	-
26.	Corn or Ear, Irish Tiles	-	-	-	-	-	-	-
	- on any part of the Canal	-	-	-	-	-	-	-
27.	Culm, Flugs, Kelp, Irish Stones	-	-	-	-	-	-	-
	- on any part of the Canal, (Irish Stones exempt from Shannon Toll)	-	-	-	-	-	-	-
28.	Masonry, Flag, Clay, Sand, Gravel	-	-	-	-	-	-	-
	- ditto, (Clay, Sand and Gravel on Shannon, 1 s. per ton per mile)	-	-	-	-	-	-	-
29.	Marshalling, &c. not included above	-	-	-	-	-	-	-
	- from Dublin to any part of the Canal, Athy Line	-	-	-	-	-	-	-
30.	Ditto	-	-	-	-	-	-	-
	- from Dublin to any part of the River Barrow Navigation, (see p. 27.)	-	-	-	-	-	-	-
31.	Ditto	-	-	-	-	-	-	-
	- from Dublin to any part of the Canal, Shannon Line	-	-	-	-	-	-	-
32.	Ditto	-	-	-	-	-	-	-
	- from Dublin to Nias Canal, or any season place	-	-	-	-	-	-	-
33.	Ditto	-	-	-	-	-	-	-
	- from Dublin to Athlone, and above it by the Shannon	-	-	-	-	-	-	-
34.	Ditto	-	-	-	-	-	-	-
	- from Dublin to Athlone, by land from Giffen	-	-	-	-	-	-	-
35.	Salt and Sea Coal	-	-	-	-	-	-	-
	- from Dublin to any part of the Canal	-	-	-	-	-	-	-

LIMITED RATES OF FREIGHT.

THAT the public may have the advantage of these reduced tolls, they are allowed only upon condition that the boat-owners shall not charge higher additional net freight (to be proved to the satisfaction of the Company's officers), than,

One penny farthing per ton per mile on all commodities carried to or towards Dublin, or,

Three halfpence per ton per mile on all commodities carried from Dublin.

Except on light articles, such as furniture, wool and feathers.

And as the Company reserve to themselves the power of levying the full toll of 2d. per ton per mile, the Board request that any persons who may be charged higher rates will communicate the same to the superintendent of trade, or to any of the collectors, that they may obtain redress accordingly.

Appeals to
Lord Tullamore's
Lair.

No. 7, (A.)

General Charges.

No less sum than 5s. received for tolls on any commodity, carried any distance, on any part of the canal.

Empty boats charged 5s. 4s. or from Dublin, 2s. 6d. on other parts exceeding seven miles, and 20d. for that or shorter distances; but no charge between James's-street Harbour and the third lock or circular line.

Sea Lockage: Canal boats to the Liffey, with less than 35 tons of any commodity, charged 2d. per ton; from the Liffey, bricks, stones and flags, 5d. per ton; manure, free; other commodities, 2d. per ton.

Wharfage, at James's-street Harbour: Bricks, 5s. per boat, and 5s. per day more, if suffered to remain within 50 feet of the water.

Flags, ditto: 10s. for any quantity on bank more than two days, and 5s. per month more after first month.

Manure: 5s. per boat, loaded from any of the Company's wharfs.

Round Timber: On Company's wharfs, 1s. per day for first three, and 2s. 6d. for every following day.

Turf: 1s. per day, for seven-week days, after first seven; and 2s. 6d. for every succeeding day.

Turf, at Tullamore: Turf 2s. 3d. per day, after two first week-days.

Turf, at Nass: Turf 1s. per day, for four week-days, after first six; and 2s. per day after.

Dockage, James's-street Harbour and Portobello Docks: 6s. 6d. per day, and 3s. 3d. half day. Other docks on canal: 2s. 3d. per day, or part of a day.

Harbourage, Huband Harbour, Dolphin's Head: 3d. per day for unemployed boats.

Regulations respecting Mixed Cargoes.

Rubble stone, sand, manure, bag stuff, clay and gravel, may be loaded in the same boat, subject to the respective tolls; but when mixed with any other commodities, the whole cargo to pay the highest rate to which any one is subject.

Floor not allowed mixed with bricks or stones.

Each trader loading or discharging commodities paying different rates of toll, to give notice to the collector or other officer to examine the respective depths; or on failure to be charged for the entire, the highest rate of any commodity on board, and produce a manifest of the cargo in proper form, and an affidavit, when required, to satisfy the officer of the correctness of each transaction.

The officer at all the stations, where it is practicable, to take the depths of boats loading or discharging such respective commodities; and to distinguish same in the passes; and note therein, in every instance, "separate depths taken," or "separate depths not taken," as the case may be.

And in case a fraud or attempt at fraud shall be committed by false manifests or otherwise, the full toll of 2d. per ton per mile will be charged upon the entire cargo, and one half of difference of toll paid to any person detecting the same.

Appendix to
Lord Talbot's
Letter.

No. 7. (A.)

SCHEDULE of Tolls charged upon the Ballinasloe Canal:

No.	COMMODITIES.	Rate per Ton	Not exceeding	Not exceeding
		per Mile.	per Ton within Distance.	per Ton when carried also in Grand Canal.
		s. d.	s. d.	s. d.
1	All commodities, except as follows, carried on any part of the Canal - - - - -	- 1 ½	1 3	1 3
2	Coals, turf, firewood, marble, flags, bricks, lime-stone, cut-stone, Irish slates, hay, straw, kelp, rape cake - - - - -	- 1	- 9	- 6
3	Potatoes and other roots, vegetables, manure, bag stuff, culm, rubblestone, sand, gravel, clay, coals, lime and other minerals, from the Shannon, north of Athlone - - - - -	- 1	- 6	- 4

Empty boats charged, between Ballinasloe and the Shannon, 2 s.; for shorter distances, and also for part of trip to or from Dublin 8 d.

Wharfage: bricks, flags, sand, gravel, manure, timber or turf, deposited at Dublin Harbour or other situation, so as to interfere with the general trade or passage boats, charged 2 s. per day after first two week-days, for every boat load or part of a load.

The general regulations of the trade of the Grand Canal, except so far as they are hereby altered, and those respecting mixed cargoes, to be observed with respect to the trade in this canal; any infringement of which will subject the owners of boats to the penalty of the full toll of 2 d. per ton per mile for the entire trip.

TOLLS charged on the Shannon Navigation, between Lough Derg and Lough Ree.

COMMODITIES	Rate per Ton	Not exceeding, per Ton.
	per English Mile.	
	s. d.	s. d.
Corn, meal, malt, Beer and potatoes - - -	- ½	- 2
Coals - - - - -	- ½	1 -
Turf and manure - - - - -	- ½	- 6
Slates - - - - -	- ½	1 10
All other articles - - - - -	- ½	- -

Commencing on 29th of September 1828.

Boats plying to or from Dublin, and any part of the river above Shannon Harbour exempt from these charges.

Irish coals, ores and slates, to or from any part of the Shannon, free of toll on that river, if carried also on any part of the Grand Canal, or the Ballinasloe Canal.

No charge on the Shannon Navigation for empty boats.

Proprietors of lands or houses not more than one mile from bank of river, may carry thereon, in their own boats, free of toll, the produce of such lands, or articles manufactured or consumed thereon; provided the boat does not pass a lock, or the goods be transhipped from one end of a lock to the other.

Wharfage, at several harbours of this navigation:—Turf and manure, 1 ½ d. per ton per day, after 48 hours; but no wharfage chargeable on any commodities carried, and paying toll, upon the Grand Canal.

By order,

(signed)

Edward Lawson.

No. 8. (A.)

SCHEDULE of Tolls charged upon the Barrow Navigation, 1828.

At a meeting of the Barrow Navigation Company, held pursuant to public notice, on the 27th day of September 1828, it was resolved, That the Tolls on the River Barrow should be collected according to the following reduced rates, from the 1st of October 1828.

W. C. Coffell, Esq. Chairman.

Appendix to
Lord Telford's
Letter.

No. 8. (A.)

		RATE per Ton per Mile.	Not exceeding for any Distance, per Ton.
1.	All articles coming from Dublin (as per certificate from Grand Canal Company's officer, James's-street Harbour, to be lodged with the collector at Arklow) and passing the entire distance down the navigation through the tide-lock at St. Malina	s. d. - -	s. d. 1 6
2.	All articles going to Dublin (as per certificate from Barrow Navigation Company's officer at St. Malina, to be lodged with the Grand Canal collector at Athy within ten days, under a penalty of 5s.) and passing the entire distance up the navigation through the tide-lock at St. Malina	- -	1 6
3.	Corn, meal, malt and flour, going to Dublin, or within two miles of the Castle of Dublin, not having passed through the tide-lock as above	- - ½	—
4.	Corn, meal, malt and flour, from intermediate stages, and not going to Dublin	- 1 ½	s. d. 2 6
5.	Potatoes, flags, turf, firewood, bricks, shales, tiles, chalk, wall stones and cut stones	- - ½	- 1 ½
6.	Butter (except as included in No. 9.)	- - 2 ½	s. d. 5 6
7.	Irish coal	- - 2 ½	1 10
8.	Irish coke	- - 2 ½	- 11
9.	Staves, timber, deal boards, laths, merchandise and all other articles, up and down the river (except as in Nos. 1 & 2)	- 1 ½	s. d. 2 6
10.	Lime-stone, bog-stone, marble, clay, meal, saw-wood, gravel and unsawed stone (not to exceed 10s. per boat load for any distance)	- - ½	—
11.	Empty boats, a lockage of 1 f.d. per boat for each and every lock passed through	—	—
12.	Passengers in trade boats, troops, &c. 1d. per mile for each	—	—

GENERAL REGULATIONS, &c.

ALL trade boats to give way to the Company's Boats. No carts or other carriages, no cows, oxen or other cattle to be permitted on the trackway, (save and except horse, rode or led paying toll), without the permission of the directors. No lock-keeper to keep or allow pigs on the trackway, under a penalty of one quarter's salary. Lock-keepers fishing the lock-gate sluices, to be dismissed. All boats repairing on the banks of the Barrow navigation, shall be charged the same dockage as those actually in the docks, and be liable to such further charge as the Company may think fit for any damage done the banks; but in order to encourage the building of boats, the Company will charge but one shilling per day dockage to the owner or builder of new boats during the first four weeks, and two shillings and sixpence per day from that period. One shilling per day for the first week for all boats repairing in the docks, and two shillings and sixpence per day, or part of a day, (Sunday excepted), for every day after and first week.

In loading butter, the boatmen are required to have the casks so arranged that they may be reckoned by the respective collectors.

Any boat-owner or boatman refusing to allow the comptroller, or any other officer of the Company to examine his cargo, or otherwise obstructing him in the discharge of his duty, shall be subject to the highest rate of toll in addition to the penalty stated in the Company's bye-laws.

All new boats, or newly repaired boats, must be indexed, marked, painted and numbered, previously to being weighed and registered by the comptroller. A penalty of forty shillings will be levied for not having the indexes distinctly marked on the stem and stern of each boat. The traders to have weigh-scales to their boats, to be produced when required, so as to prevent disputes with the collectors as to tonnage; and no boat will be permitted to ply or navigate, the owner of which has not strictly complied with these regulations.

Appendix to
Lord Tullamore's
Letter.

No. 8. (A.)

Every trader or boatman to give a manifest of his cargo, with his signature affixed, previous to taking out his pass, which manifest the collector is to keep filed in his office; and on the arrival of loaded boats from Dublin, at Ardree, the boatmen are required to give the collector there (before obtaining his pass) a certificate from the Grand Canal Company's officer, James's-street Harbour, specifying the cargo, which certificate the collector is to hand the comptroller with his weekly accounts. The collector taking the depth separately, (if practicable) of the articles bearing a different toll, and comparing such manifest with the cargo. And any person or persons who shall deliver false invoices or manifests, or otherwise attempt to defraud the Company's revenue, shall be subject to the penalty stated in third section of Company's bye-laws.

Lock-keepers are directed to report, under a penalty of 10 s. of any boat making unnecessary delay at the locks, or along the banks of said navigation, as the Barrow Company are determined, in case of complaint being lodged with them against any boat owner or trader, for unreasonable delay in the delivery of goods, to charge the highest rate of toll on said boat.

The Company's officers and lock-keepers, having the care of locks, are to see them filled and emptied properly, and shall not suffer water to remain in the lock longer than is necessary for the boats to go through, under a penalty not exceeding 5*l.*; and no officer or lock-keeper to absent himself from his duty without leave, under a penalty of 5*l.* for the first offence, and dismission on a second.

These rates, rules and regulations to be posted up in the houses of the different collectors and lock-keepers. The comptroller is required to see them carried duly into execution; and all officers, servants, and others belonging to the Company are hereby enjoined to aid and assist him therein, under such penalties as the directors may think fit to inflict, on a report made by the comptroller for their neglect.

Stipulated Stages and Distances.

		Miles	Locks
1	From Athy to Leinstown Lock - - - - 1st stage	4	1
2	- Leinstown Lock to Maganey Bridge - - - - 2d -	4	1
3	- Maganey Bridge to Carlow Lock - - - - 3d -	6	2
4	- Carlow Lock to Milford - - - - 4th -	4	1
5	- Milford to Loughlin Bridge - - - - 5th -	4	2
6	- Loughlin Bridge to Bagnalstown - - - - 6th -	3	1
7	- Bagnalstown to Ballyellon Lock - - - - 7th -	6	2
8	- Ballyellon Lock to Goresbridge - - - - 8th -	3	1
9	- Goresbridge to Ballytugla Bridge - - - - 9th -	2	2
10	- Ballytugla Bridge to Cormack Lock - - - - 10th -	4	2
11	- Cormack Lock to Graigue Lock - - - - 11th -	3	3
12	- Graigue Lock to St. Mullin's Scars - - - - 12th -	5	4
		42	29

The Barrow Company (on previous application made to them, transmitting a certified copy of the depositions before a magistrate,) are determined to prosecute any combination attempted by or against the boat owners, masters or traders plying on the River Barrow Navigation, and will give every assistance in their power in the prosecution of such persons as may be guilty of fraud on the proprietors, whose goods may be conveyed on said Navigation.

By order,

(signed) P. D. La Touche, Secretary.

No. 1. (B.)

No. 1. (B.)

Kilbeggan, June 5th, 1823.

THE distance from the town of Clara to the intended canal harbour near this town is four Irish miles and one half.

(signed) L. M. Loughlin,
Deputy Postmaster.

Wheat, bere and barley are all sold by sample in the market; oats is the only grain weighed here, except some barley in the sowing season for seed.

(signed) L. M. M. Loughlin.



